

5. (AMENDED) A solenoid-operated valve assembly for an automatic transmission of a motor vehicle, comprising:

A. a valve body having a control chamber, mutually spaced first, second and third ports communicating with the control chamber, the valve body further having a scaling orifice connecting an end volume and a source of low pressure;

a valve spool supported for movement along the control chamber, including a shank, a first land, adapted to open and close the first port and second port, and a second land located at an opposite end of the shank from the first land and adapted to open and close the third port,

a spring urging the valve spool to move along the control chamber; and

a solenoid assembly having an armature axially displaceable in response to an electric signal supplied to a coil, the armature urging the valve spool to move along the control chamber.

6. (AMENDED) The valve assembly of Claim 1 wherein the second land has a larger diameter than the diameter of the first land.

7. (AMENDED) The valve assembly of Claim 1 wherein the first port is adapted for connection to a source of supply pressure, the third port is adapted for connection to the source of low pressure, and the second port is adapted to produce control pressure achieved by balancing supply flow from the first port, vent flow to the third port, and control flow to and from a load.

8. (AMENDED) The valve assembly of Claim 7 wherein the first port is adapted for connection to a source of supply pressure, the third port is adapted for connection to the source of low pressure, and the second port is adapted to produce control pressure achieved by balancing supply flow from the first port, vent flow to the third port, and control flow to and from a load.